



Illinois Department of Transportation

PUBLIC MEETING #2

November 15, 2012

McHenry County College
Shah Center



ILLINOIS

31

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

McHenry County



Project Overview and Study Area



- IL Route 31 – IL Route 176 to IL Route 120

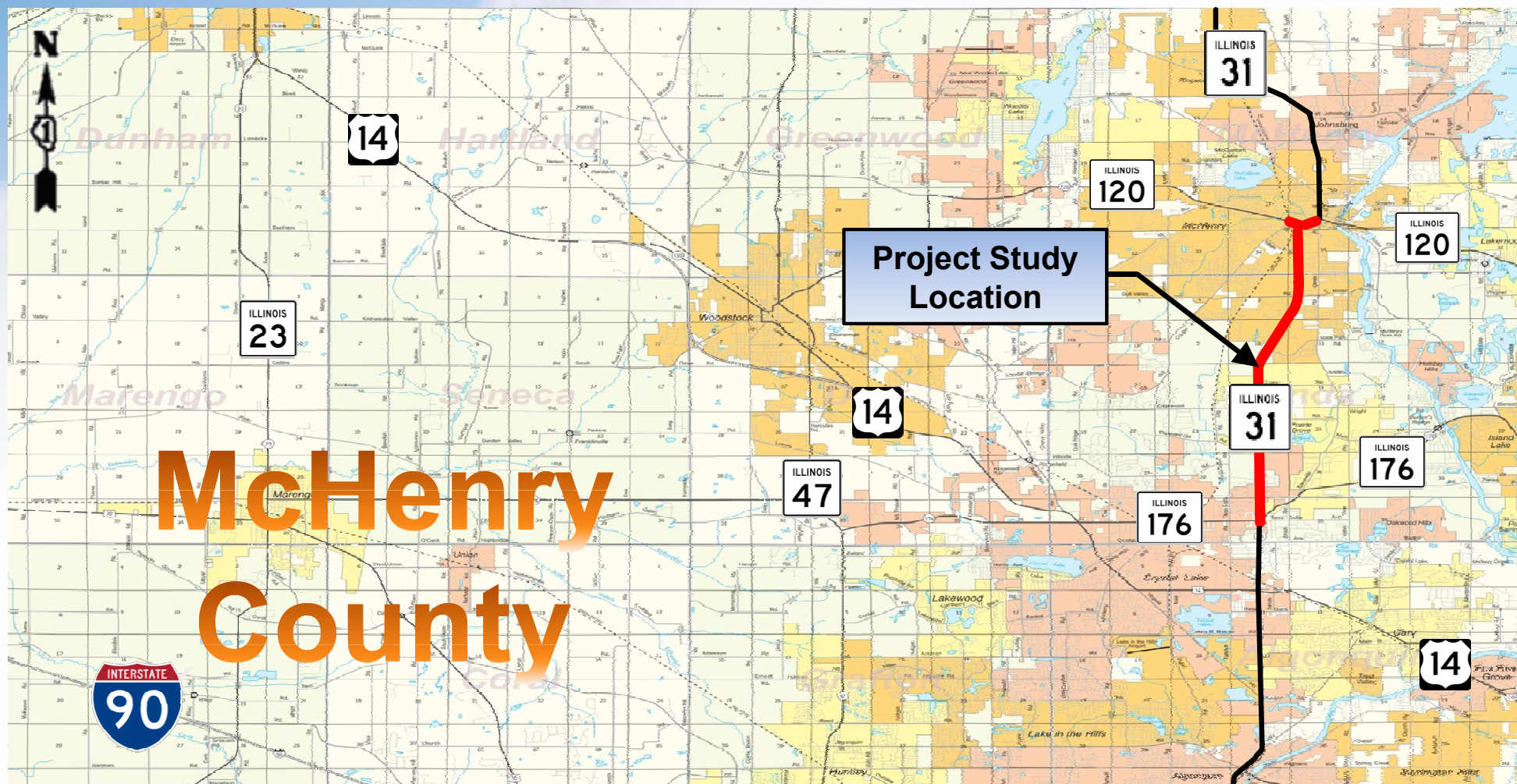


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Strategic Regional Arterial (SRA)

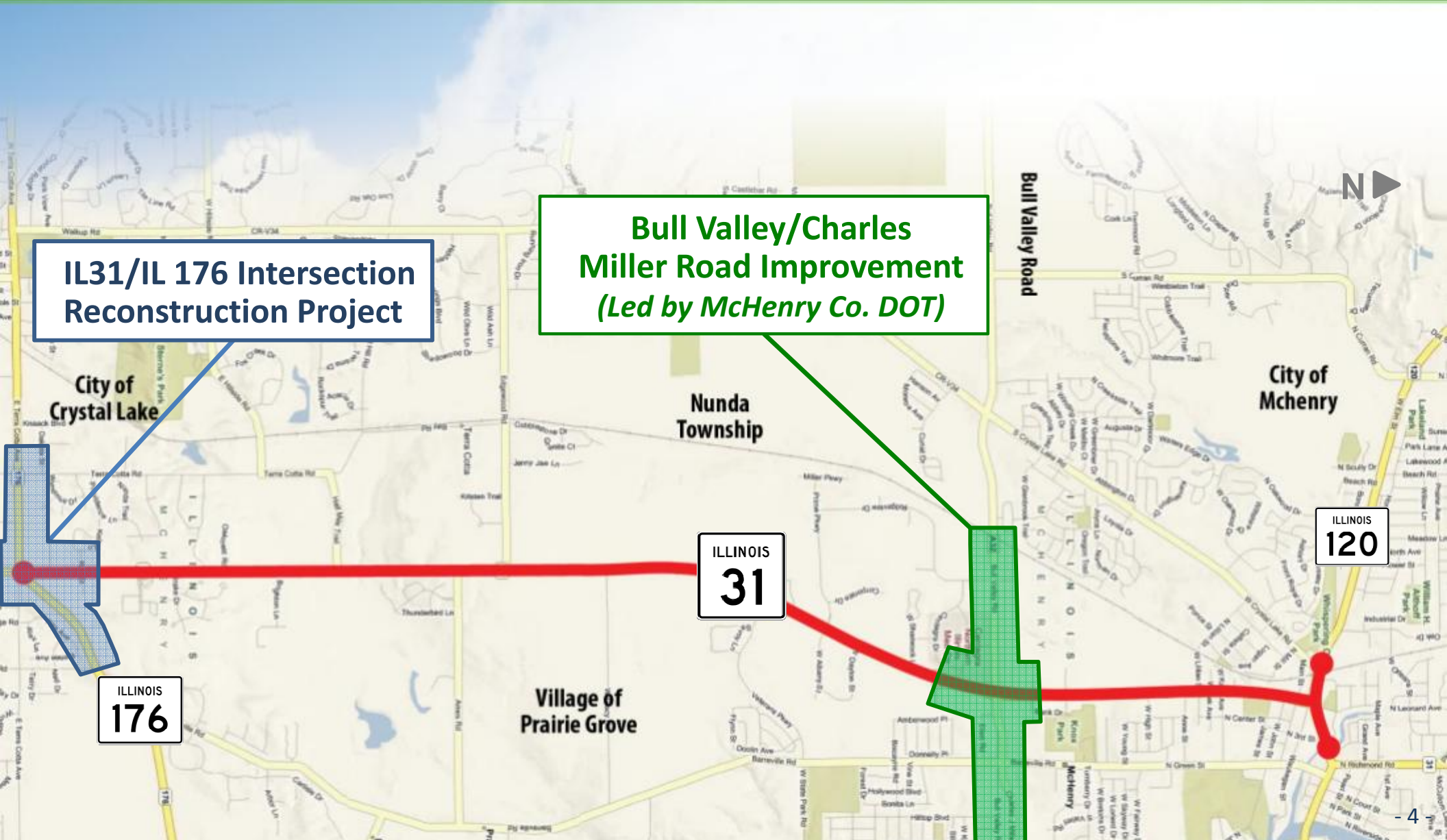


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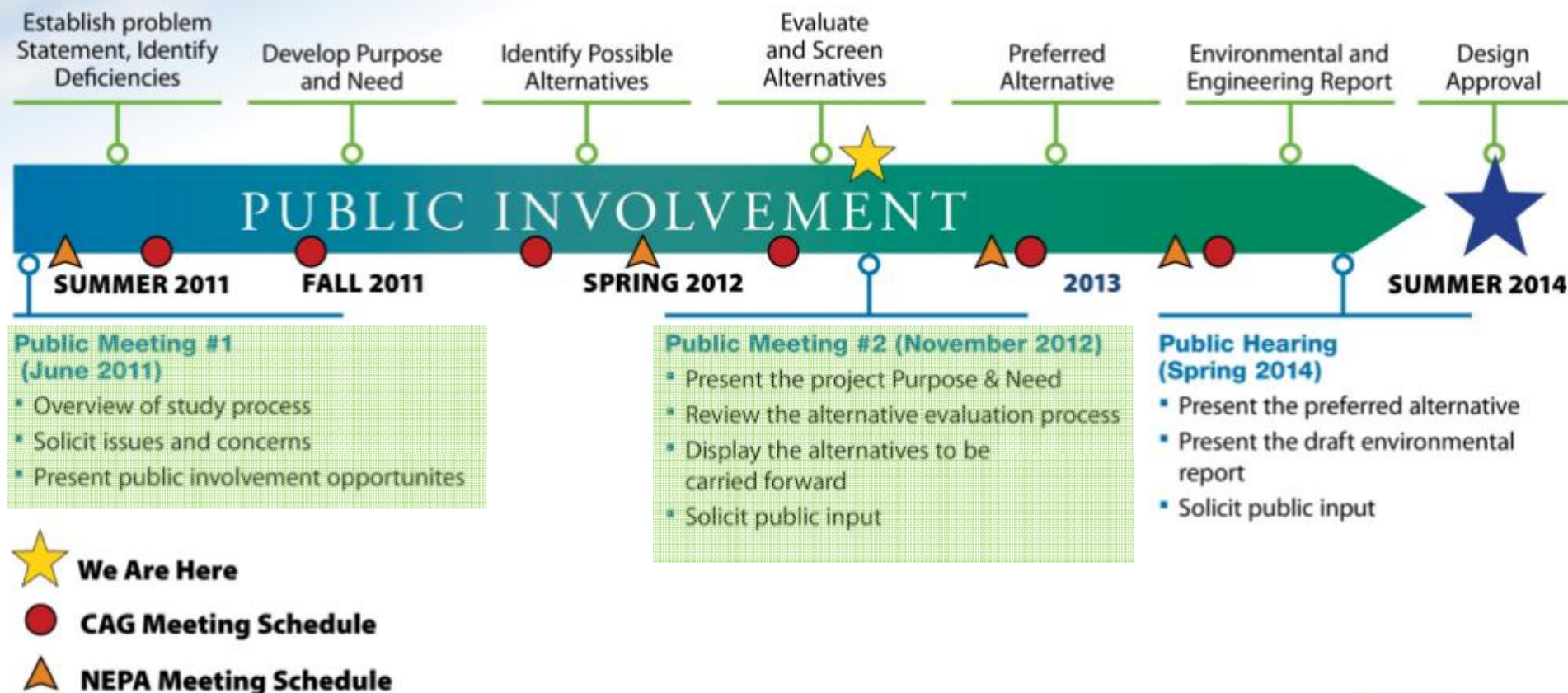
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Adjacent Projects Within the Study Area



Project Study Schedule

PROJECT MILESTONES

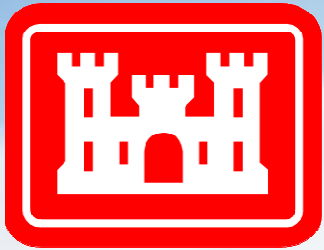


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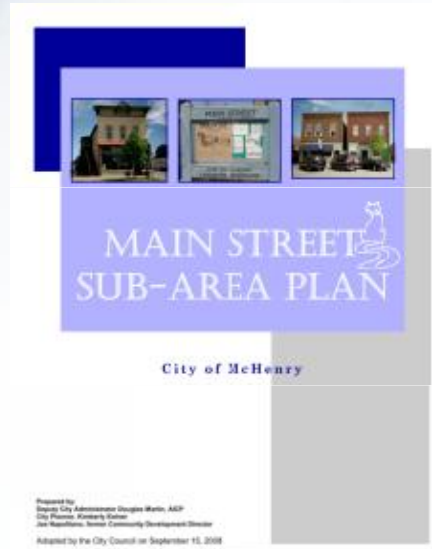


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CAG and Agency Coordination



**US Army Corps
of Engineers®**



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Purpose and Need

- Identified Needs
 - Improve Roadway Safety
 - Expand Roadway Capacity and Address Traffic Issues
 - Correct Existing Roadway Design Deficiencies
 - Improve Opportunities for Multimodal Connectivity



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Safety Deficiencies

- Crash Statistics (2006-2009)
913 Total Crashes
 - » 34% of all Crashes were Injury Crashes
 - 6 Fatalities (3 head-on)
 - 350 Total Injuries
 - » Majority of Crashes were Rear End Collisions
 - » IL 176 to Gracy Road – Top 5% Crash Location



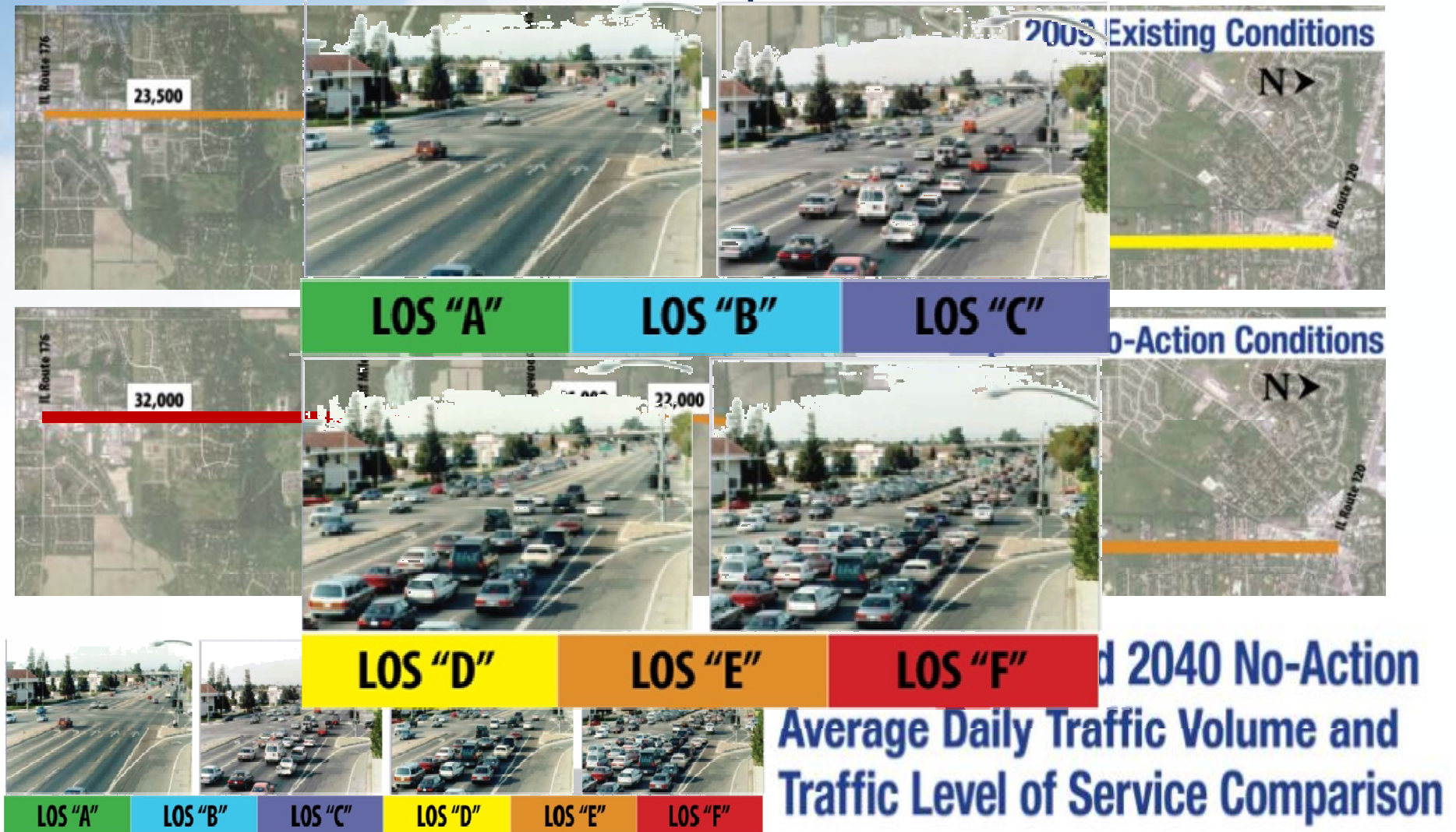
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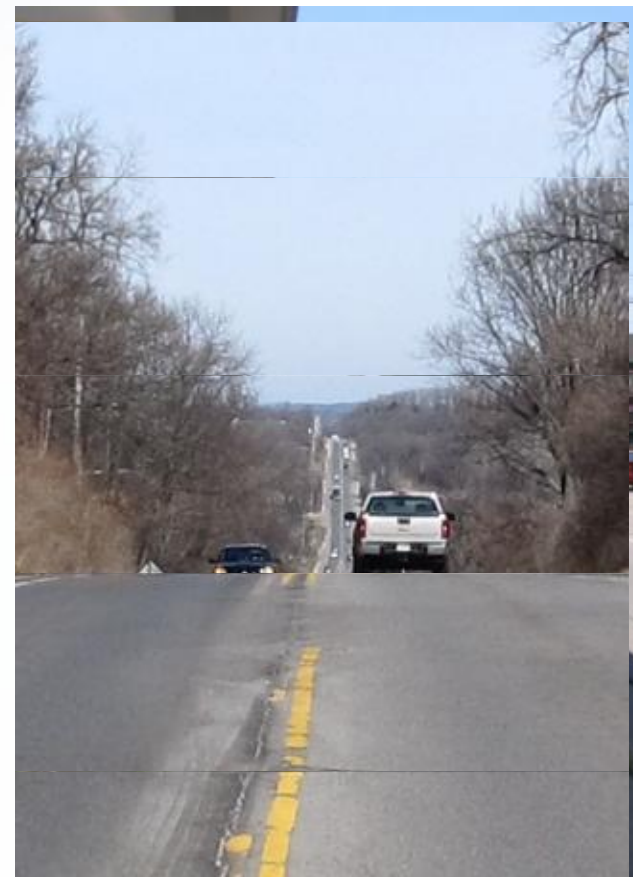
Capacity Deficiencies

■ Corridor Level of Service Map



Other Noted Deficiencies

- Lack of Pedestrian and Bicycle Accommodations
- Vertical Sight Distance
 - » IL Route 31 and Drake Drive
 - » IL Route 31 South of Ames
- Intersection Sight Distance
 - » Main Street and John Street



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Study Subsections

Bull Valley/ Miller Road Improvement
(Led by McHenry Co. Dept. of Trans.)

SOUTH SECTION:
*IL Route 176 to
Medical Center Dr.*

NORTH SECTION:
Bank Dr. to John St.

**IL 120
Intersection**



Bull Valley Road

Nunda
Township

City of
McHenry

City of
Crystal Lake

Village of
Prairie Grove

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120

ILLINOIS
176

Range of Alternatives Considered

- **South Section (IL 176 to South of Bull Valley Rd.)**
 - » 4-lane, 5-lane and 6-lane Options With Various Median Treatments
 - » No-Build
- **North Section (North of Bull Valley Rd. to John Street)**
 - » 4-lane and 5-lane Options With Various Median Treatments
 - » One-way Arterial Pair (Couplet)
 - » No-Build
 - » Roundabout and Conventional Intersection Options
- **IL Route 120 Intersection**
 - » Traditional Intersection Options
 - » Roundabout Options
 - » No-Build



Alternatives Evaluation Findings

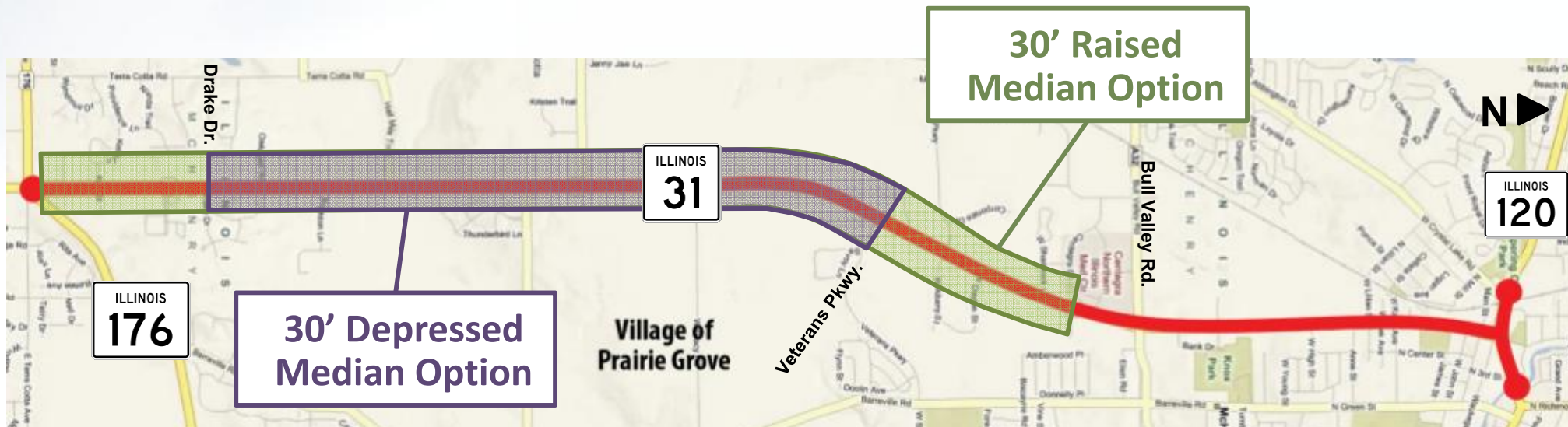
- Roundabouts vs. Signalized Intersections
 - » Signalized intersections exhibited better performance
 - Turning Patterns at Intersections
 - Large Traffic Volumes
- Flush vs. Non-traversable Median
 - » Raised or depressed median has a 48% lower crash rate
- On-Street Parking
 - » Elimination of on-street parking statistically shows a reduction in crashes by 26%



Alternatives To Be Carried Forward:

South Section (IL Route 176 to Medical Center Drive)

- No-Build Alternative
- 30' Raised Median
 - » 30' Depressed Median and 10' Outside Shoulder from Drake Drive and Veterans Parkway



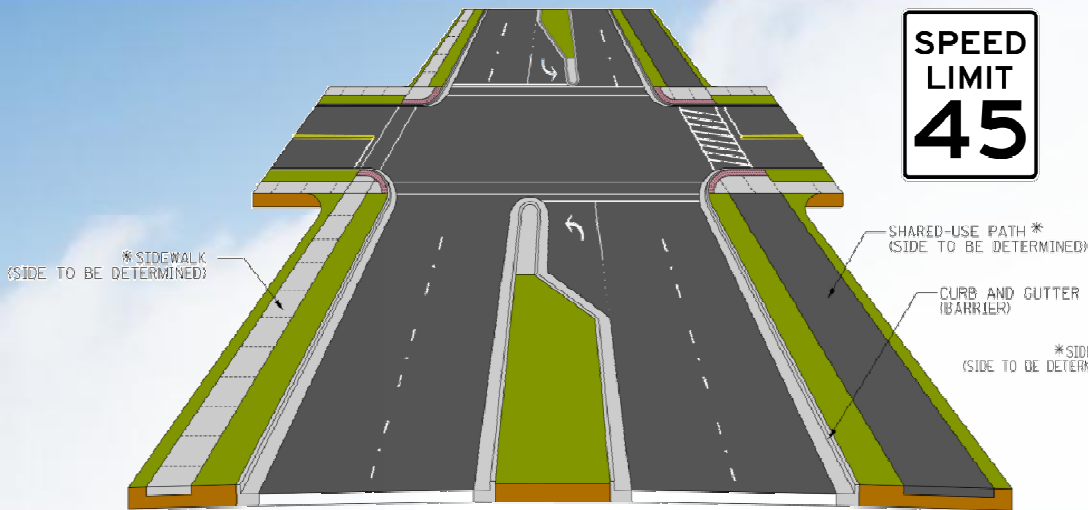
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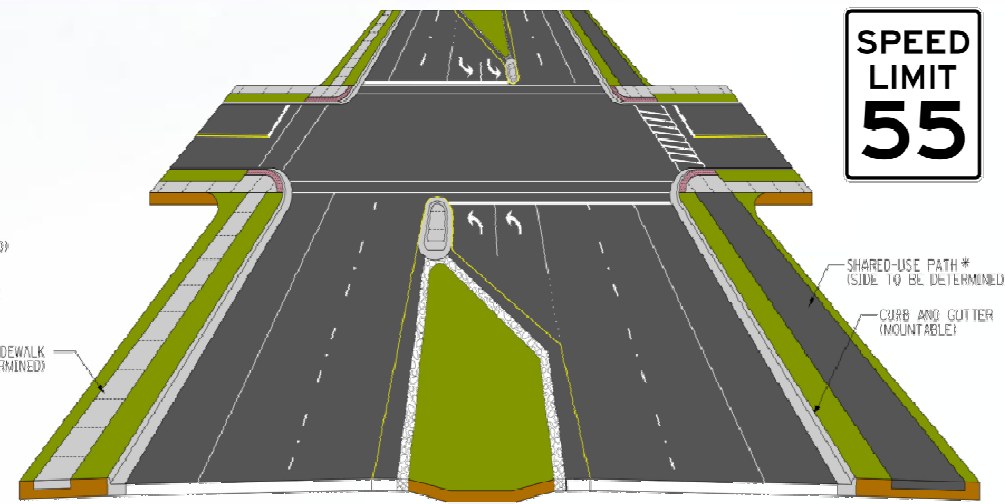
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Alternatives To Be Carried Forward:

South Section Comparative Analysis



30' Raised Median Option



30' Depressed Median Option

Key Features - Both Alternatives

Two Through Lanes in Each Direction

30' Wide Median Accommodates Dual Left Turn Lanes

Shelf Provided for Sidewalk and Multi-Use Path

Key Differences

30' Raised Median

C&G Throughout

Raised Median

Narrower Cross Section

Lower Speed Limit

30' Depressed Median

10' Shoulder

Depressed Median

Wider Cross Section

Higher Speed Limit

Alternatives To Be Carried Forward:

North Section and IL Route 120 Intersection

■ North Section

- » No Build Alternative
- » 18' Raised Median from Bank Drive to John Street

■ IL Route 120 Intersection

- » No Build Alternative
- » Option #1 = Min Build / Re-stripe Alternative (No Median and 10' lanes @ IL 120)
- » Option #2 = Max Build (30' Median @ IL 120)



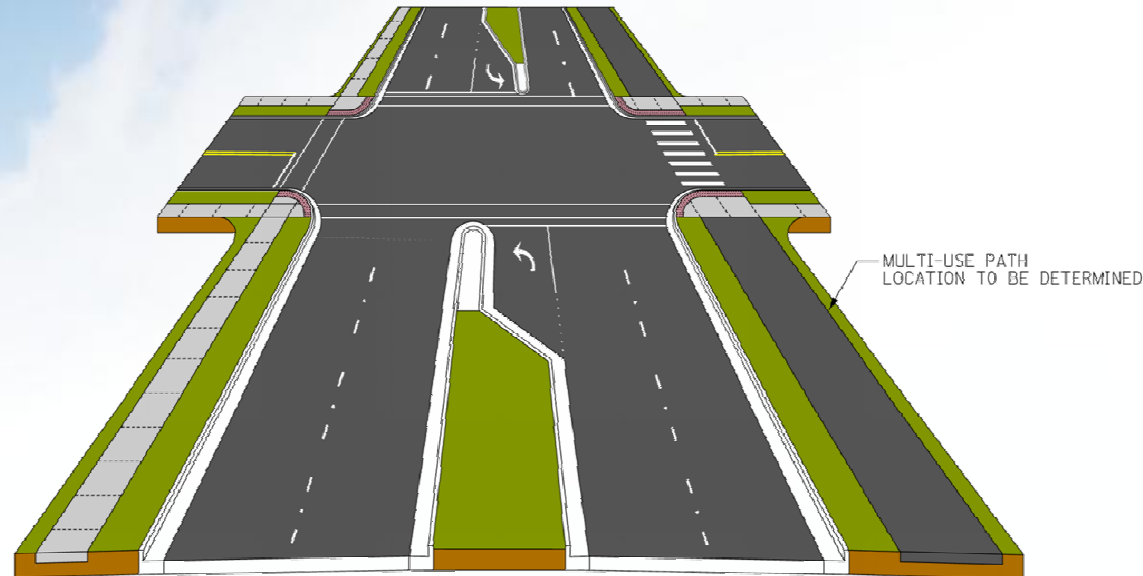
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Alternatives To Be Carried Forward:

North Section (Bank Drive to John Street)



18' Raised Median Option

Key Features

Turn Volumes Require Single Left at Intersections

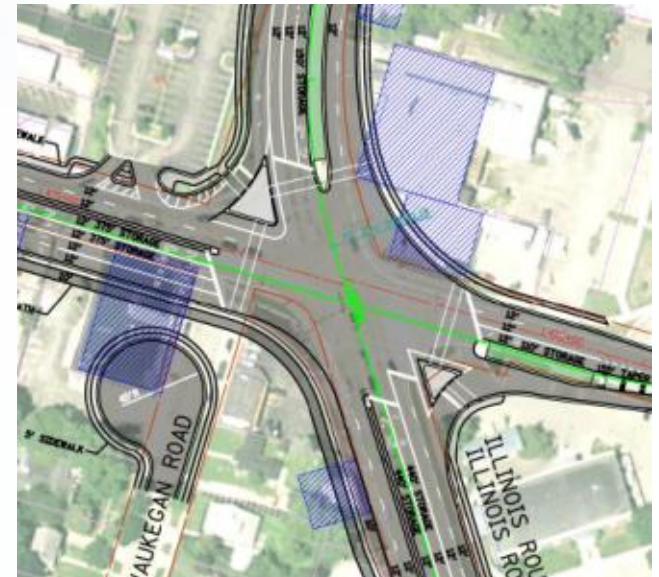
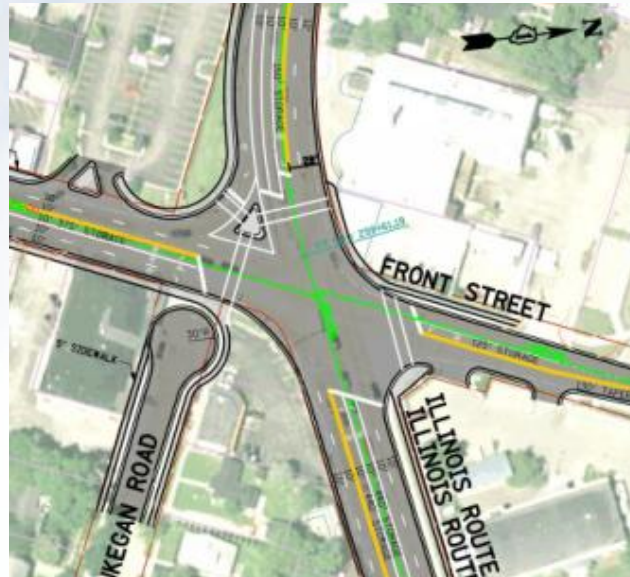
Barrier Median Provides Greatest Safety Benefit

Multi-modal Enhancements Including Sidewalk and Shared-Use Path*

*Subject to local participation with funding and maintenance

Alternatives To Be Carried Forward:

IL Route 120 Intersection Comparative Analysis



No-Build Option

Year 2040 Delay = 175 sec. (LOS F)

Existing Delay = 52 sec. (LOS D)

No Building Impacts

Maintains On-Street Parking

No U-Turns Allowed

No Shared-Use Path

Min-Build Option

Year 2040 Delay = 71 sec. (LOS E)

Narrow 10' Lanes

No Building Impacts

Eliminates On-Street Parking

No U-Turns Allowed

No Shared-Use Path

Max-Build Option

Year 2040 Delay = 35 sec. (LOS C)

Standard 12' Lanes

12 Building Impacts

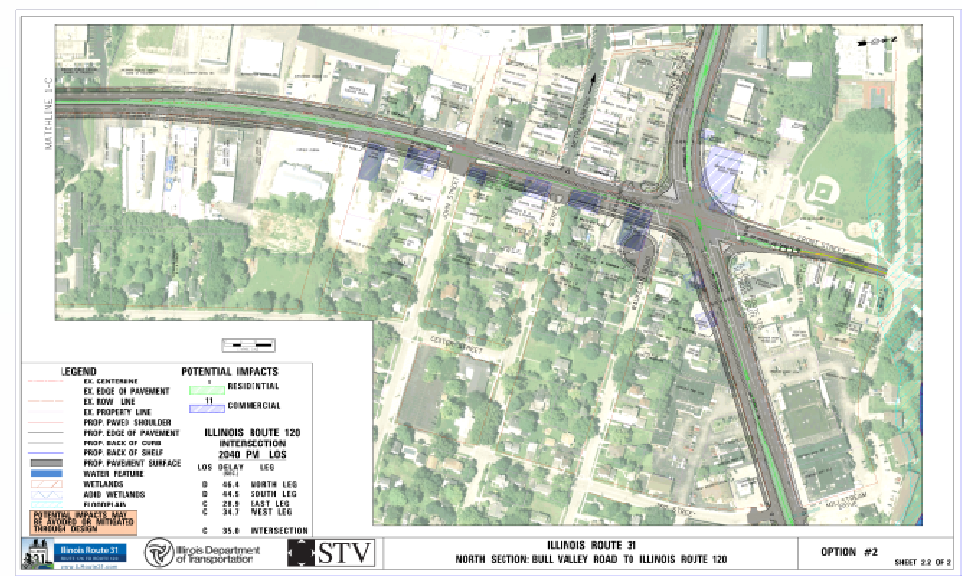
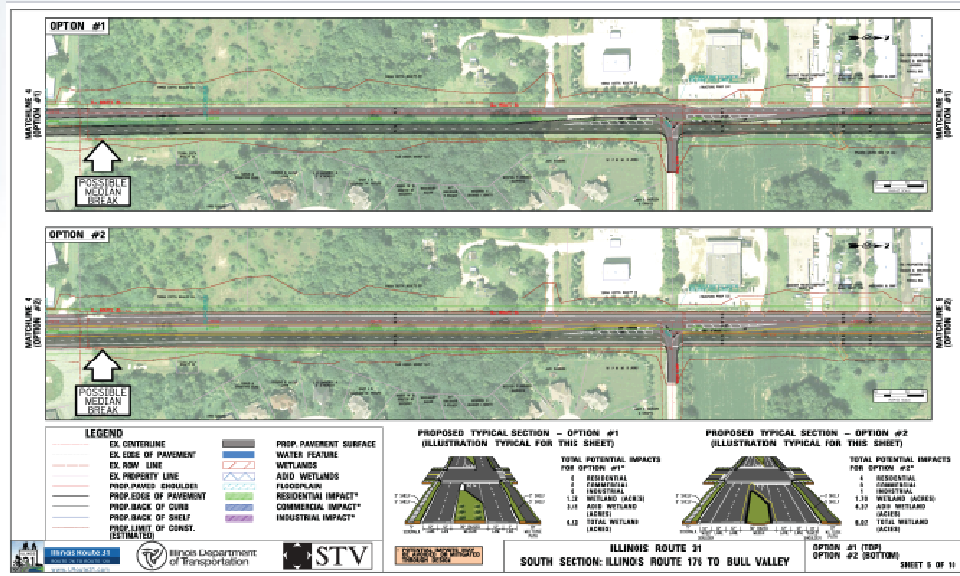
Eliminates On-Street Parking

U-Turns Allowed

Provisions for Shared-Use Path

Additional Information

- Review the Exhibits on Display
- Discuss with Project Team
- Review Project Brochure



Solicit Input

- Comment form
 - Submit today or via mail
- Project Website
 - See the “Contact Us” link
 - www.ilroute31.com

Please submit your comments by December 12, 2012 to be made part of the official meeting record.



Next Steps

- Review all public comments
- Modify design concepts, if necessary
- Select a Preferred Alternative
- Develop design concept in greater detail
 - Intersections
 - Drainage Analysis
 - Noise Studies
- Present to CAG and NEPA Agencies
- Hold Public Hearing



Thank You!

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